The \$1,200 may an a seed of the seed of th

Behold It in Its Strength and Beauty and Judge for Yourself!

22 H. P. Four Cylinder

Gas Generator and Gas Lamps, Oil Lamps, Horn and Full

interested should call at once and book their orders for

Oldsmobile Co. of New York

1653 Broadway, New York.

The Win'on Six isn't an experiment. It's the same car we made last season

-the same car that in the hands of individual owners ran 65,687.4 miles on

can put into an automobile, and, being a Six, it shows a beauty of performance (slow work on high, majestic hill climbing, absence of vibration and noise) possi-

\$3000; compare it with other cars costing \$4200 and upward. Seven-passen-

It has all the style, dignity, comfort, power and safety that any able maker

And the price is conclusive. Five-passenger, 48 H. P. Winton Six at

\$15.12\frac{1}{2} upkeep (or \$1 for each 4343 miles). That's real economy.

until December 10th, when it will be sent to Boston.

deliveries.

ble only in a high-grade Six.

Any Car That Has Less

Than Six Cylinders—

Complete Equipment, with Magneto, Michelin Tires,

Sample Car just arrived and will be in Our Salesroom

Only a limited number allotted to New York. All

PROTEST IN THE GRAND PRIZE RACE WITHDRAWN.

Nazarro Blames Conflicting Tongues for Being Unable to Reject Help of the soldiers Result of Ruce Stands as Announced-Racing Care Postound.

SAVANNAS, Ga., Nov. 28.—Robert Lee Morrell, chairman of the contest committee of the Automobile Club of America, anof the Automobile Club of America, an-nounced to-day after his committee had held a session to consider the protest against Nazzaro for receiving outside assistance; in the Grand Prize race on Thanksgiving that the protest had been withdrawn the Herr Carl Neumaier of the Benz firm, who had filed it yesterday.

It was stated on behalf of Nazzaro that he

and Fagnano, his mechanic, could not pre-vent the soldiers from trying to help them, as neither of them can talk English, and though they talked to the volunteer helpers n both Italian and French the soldiers did not understand what they were saying. Nazzaro declared the help was of abso-utely no use, as the car had to be lifted and held up by the jack, and he neither desired r asked that any outside help be given

ecording to the gossip around the Deprotest might be entered against Hanriot, iriver of the Benz racer that finished fourth in the Grand Prize race, it being reported that he had obtained a small supply of solene from a tourist's car while on his oncluding round of the race, which is conrary to the rules of the contest. This rotest was not officially filed, however, and the result of the race remains as an-

Chairman Morrell, accompanied by Henry of his committee, left for New York to-M. Butler, secretary of the Autoobile Club of America, and H. T. Clinton, secretary of the contest committee, with their wives, also left for home to-day. Ralph De Palma and his wife left on the e train as the others mentioned. Dr. Wilson Parke of Boston was another ssenger on the same train.

ondon, who were here in the interest of the Dunlop Tire Company, will leave for New York to-morrow. Here Neumaler and the Benz drivers will lewe here to-morrow, as will the Fiat drivers and me-The Renault and Itala drivers will sail on the steamer Nacoochee of the Savannah line when she leaves to-morrow afternoon. The boat, which will carry many of the racing cars as well as most of the fouring cars used by the contest committee members, was to have left this afternoon, but was delayed a day by the heavy

The name Herreshoff, which for years has stood for preeminence in yacht building, is to have a new significance in the future. It is to be applied to automobiles. Charles F. Herreshoff, the young scion of the famous Bristol family, is to put a motor car in the market next year, a car totally of his own design, embodying the best features of all the well established cars in the field. The car will be a light one, not intended to compete with the big touring cars that have sold for fancy prices in the past, but constructed with all the care and thoroughness for which the Herreshoffs are renowned and seconding to his own claim as efficient for its size as any car in the world. It is intended to occupy a field particularly its own, bearing the same relation to the big expensive machines as the light station 'wagon and the high bred horse bear to the heavy carriage pair and phaeton of the horse lover. The new car will appear on the market about the first of the new year.

Announcement that the touring committee of the American Automobile Association has definitely decided to send the Glidden tourists West next summer is causing interest among automobile enthusiasts through Illinois, Wisconsin and Iowa and the press of that section of the country is doing much speculation in regard to the probable route. Dubuque, Cedar Rapids, Des Moines and Milwaukes automobile clubs and newspapers are enthusiastic and a warm welcome is in store for the tourists when they pass through.

Des Moines and Milwaukee automobile clubs and newspapers are enthusiastic and a warm welcome is in store for the tourists when they pass through.

Donal' McIntosh, who has been driving the Studebaker Scout all over the Northwest in search of suitable roads for the clidden route, is besieged with requests that he use his influence to have the committee accept routes through this or that city. Iowa is a particularly ripe district for the high powered car just at present, as it was for the smaller cars during the last two years. In Dubuque, Waterloo, independence, Ames, Cedar Rapids and Des Moines last week the scout party was given a hearty reception and assurance of a welcome for the Gliddenites. During the week the Studebaker Scout lowered the record between Milwaukee and Dubuque by way of Janesville, Beloit, Rockford and Galena, a distance of 202 miles, and McIntosh believes this would be a fine day's run for the Glidden tour. The roads vary from excellent to very bad, even worse than from Pittsburg to Bedford Springs, Pa., which the Gliddenites covered in their last two tours.

Running backward is not recommended is a particularly fascinating form of sport, but it is a very good thing to be able to steer car rear end first in case it becomes necesary through the disablement of the forward cars or other accidental damage to resort the other method. Occasionally something ill go wrong on a hill, making a hurried ackward descent necessary, or a hill may be met with which is so steep that it can ally be climbed on the low reverse gear.

AMONG THE AUTOMOBILISTS cannot be a party to the action. The Court CURRENT SPORTING GOSSIP

The next annual automobile show to be held under the suspices of the Pittsburg Automobile Dealers Association will open in Duquesne Carden, in Pittsburg on Saturday evening, March 27, 1904, and carry through to the folioing Saturday. Under the leadership of its president, W. N. Murray of the Standard Automobile Company, the association is making preparations to far excel anything that has heretofore been seen in Pittsburg in the show line. The other officers of the association are: A. L. Banker, vice-president, of Banker Bros. Company: George T. Moore, treasurer, and Charles F. McLaughlin, secretary.

Seldem Put Up Mency Themselves.

Possibly Frank Gotch, American champion wrestler, when he firmly declined a challenge from Yussif Mahmout, the mus-

"Endeavor to familiarize yourself with the machine so that to disengage a clutch and apply the brake becomes practically automatic, the natural thing to do in case of an emergency," declared an automobile expert at a recent gathering of amateur motorists. "For the same reason accustom yourself to frequent use of the emergency brake. In moments of excitement the driver invariably performs that operation which has become most natural to hom. The best brakes can be easily and quickly rimed by slipping them until they burn out. Nagotiating long down grades in this way will necessitate frequent adjustment of the brakes. The skilful driver seldom uses his brake, having his car always under control and checking speeds by throttling. Always be sure that one clutch is disengaged before engaging another."

Henry Ford of Detroit, Mich., president of the Ford Automobile Works, has purchased of Dr. Emien Physick 320 acres of iand north of the head of the new Cape May harbor, and the company will erect a factory for the building of automobiles and moctor boats. It is proposed also to build a track around the property for a trial of the automobiles.

build a track around the property for a trial of the automobiles.

Henry Souther, M. E., technical expert of the mechanical branch of the Association of Licensed Automobile Manufacturers, when recently seen had very interesting comments to make on the recent tests in England on tire slipping. He explained that he had analyzed the figures showing the results of tests published in the trade press. These tests give the number of revolutions of each wheel on an automobile running over a measured course. A high powered car was used on the Brooklands track in England. A newly developed instrument made it possible to accurately record the number of revolutions of each of the wheels independently and for identically the same period of time. The chief result determined was that the revolutions of the rear wheels were greater than the revolutions of the front wheels. That is, the driving wheels would slip.

Not content with the mere fact that they slipped and that the slipping was greater with greater speed, Mr. Souther prepared from the data obtained in those tests a curve, which shows graphically what may be assumed as a fair average. While the results as published simply indicate the number of revolutions that the rear wheels exceed the front wheels in the particular tests with that partucular machine, the data do not give the size of the tires or the length of the course. Without consideration of the other details that are involved, the results we have now added to our knowledge of automobile operation the fact that on a level racing track of the best sort, with plain round tread tires inflated as is usual for racing, the percentage of tire slip and this immediately becomes the interesting item.

From these results we have now added to our knowledge of automobile operation the fact that on a level racing track of the best sort, with plain round tread tires inflated as is usual for racing, the percentage of slip of the rear wheels when driving is about .3 for a speed of 50 miles an hour, 1.5 for a speed of 50 miles an

impressed upon them too forcibly.

The Maryland Good Roads Commission, through its chairman, John M Tucker, has just issued a report which will be very encouraging to Maryland motorists. He says that the commission has located roads in Wicomico, Dorchester, Somerset, Worcester, Talbot, Caroline, Queen Anne's, Cecil, St. Mary's and Calvert counties. The commission is influenced by the consideration of a system connecting one county with the other, thus forming a main artery. Three parties are now making surveys in St. Mary's, Calvert, Worcester, Caroline, Dorchester and Cecil counties. The commission is about to make surveys in Kent, Queen Anne's, Talbot, Wicomico and Somerset counties. As soon as the locations are made in the other counties additional surveying parties will be immediately but to work, and surveys of the counties of the entire State will be completed in time for the beginning of work next spring just as soon as the weather will permit.

State Highway Commissioner of Penn-

but it is a very good thing to be able to steer a car rear end first in case it becomes necessary through the disablement of the forward gears or other accidental damage to resort to this method. Occasionally something will go wrong on a hill, making a hurried backward descent necessary, or a hill may be met with which is so steep that it can only be climbed on the low reverse gear.

Judge Wilbar F. Sadler of Carlisle, Parteently handed down a very important opinion favoring automobilists in the case of Albert E. Caufman, chauffeur for a promient Carlisle attorney, who fought by sabeas corpus the Monigomery county issince. Thomas B. Wilson of Eagleville, hose constable arrested Caufman in arlisle.

They measured Caufman's speed for the caute of the fur outside and the further of the purpose. In the same connection, an open letter to Chief Cowless to instruct his forces to arrest every motorist found driving in a reckless way through the further of the further of the further of the purpose. In the same connection, an open letter to Chief Cowless to instruct his forces to arrest every motorist found driving in a reckless way through the further of th

pion wrestler, when he firmly declined a challenge from Yussif Mahmout, the mus-cular Turk, six weeks ago had a line on the big foreigner's real ability. Gotch, who had beaten Hackenschmidt to a frazzle, waved Mahmout aside and told him to get a reputation. In vain did the bulky Turk try to make Gotch change his mind, and when the American suddenly ended the controversy by sailing for England to again take Hack on Mahmout was the butt of much good natured joshing and ridicule. But the easy victory scored over Tom Jenkins in the Garden last Thursday has boosted Mahmout immeasurably in the estimation of New York sporting men. The Turk showed beyond a doubt that he is a past master at the catch as catch can game and that he is also a phenomenon as to physical strength. He is not a fat, flabby giant like some of the "Terrible Turks" that have visited this country, but on the con-trary he is a well built, evenly balanced muscular freak who has learned enough of the science of grappling to make him a dangerous antagonist for any man.

Jenkins was at the mercy of Mahmout

from the moment they stood up. The Turk was the aggressor and but for the American's knowledge of the game and his abundance of nerve and pluck he would have probably won in jig time. As it was his strength was so great that two of Jenkins's ribs were "moved" in the first bout, while in the second the American was simply crushed into submission. Jenkins that his condition was noticeable. He said toughest wrestler that he had ever met and he predicted that the Turk would prove a worthy opponent for either Gotch or the Russian Lion. Mahmout defeated Raoul de Rouen, a big Frenchman, at Montreal on several months the Turk will probably go abroad to make the winner of the Gotch-Hack bout meet him or crawl. Bill Papke says that he did not hear the

of the recent fight with Ketchel. him count six and that was all!" is his excuse But ringside observers not only say that alive to what was going on when the tenth no good reason why he could not have arisen accused Papke of quitting, for he has always been game, but the consensus seems to be that he had received such a dazed or rattled when the bout ended. When Papke beat Sailor Burke in a local club several weeks ago good judges were not favorably impressed with him and said that if he had been a first class middleweight he would have whipped Burke in a punch. It will be remembered that Burke was scared out of his wits by Papke's repu-tation and that when he finally summoned up enough nerve to mix it he had the Illinois man guessing. For this reason Papke's defeat of Ketchel in their second bout was a big surprise, while Ketchel's triumph

a play that we were unprepared to meet. We had a system of signals that was almost perfect.

"I had shifted the positions of Burns and Williamson so that the former was playing shortstop and the latter third base. Burns excelled at the blocking game, which he carried on in a style particularly his own and which usually made a lot of trouble for a base runner. At short Williamson covered as much ground as any man I ever saw. While his throwing was of the rifle shot order it was easy to catch. Fred Pieffer was a brilliant player. At the bat he was only fair. John Clarkson was the best pitcher Chicago ever had. Jim McCorn mick was Clarkson's alternate in the box, and John Flynn was the third pitcher. Moolic, who was signed to relieve Flint and Ecily, did not lest long. Jimmy flyan and Billy Sunday were both star outfielders. Ryan was also a big hitter, while Sunday was a star base runner. No team ever played better or faster ball.

The insurance of racehorses has assumed

The insurance of racehorses has assumed large proportions during the last few years, according to an agent of the Lloyd's, London. While all classes of horses are insured by white all classes of horses are insured by this company, racehorses are considered the best risks. After winning a great race a stake horse gets the same measure of oats as on other days, is rubbed down and tucked away in a stall where he has pure air, clean bedding and plenty of room. This sort of treatment is a preventive against colic, which is sufficient to bar a horse from life insurance. If it were not for railway accidents the payments of death claims for trotters and runners would be very few and far between. Hermis was insured for \$60,000 just after he won the Suburban Handican. De Mund at one time was insured for \$50,000, while Colin carries a policy now of, \$25,000. Fair Play, August Belmont's star three-year-old, who is now in England, is insured for \$50,000, with his stable mates Octagon and Six o'Clock for \$30,000 each. Mr. Belment's with his stable mates Octagon and Six o'Clock for \$30,000 each. Mr. Beiment's entire stable carries a \$100,000 policy, while H. P. Whitney's is insured for \$60,000. W. K. Vanderbilt's racing stable in France is also similarly protected.

It is very probable that after the meeting of the delegates to the Atlantic Coast Con-ference next Wednesday, when the changes For automobiling wear the fur lined overcoat has been practically abandoned for the sort having the fur outside and the skin inside. This style is in every way more serviceable and satisfactory, besides being less susceptible to soil and better in appearance. Muskrat and cony are furs that are popular for men this year. Mere imported skins are being used than ever the Scandinavian fur and leather goods and certain Siberian skins being particularly desirable. The hides from the Scandinavian fur more tenaciously than any from this sountry. AUTOMOBILE NOTES.

in absolutely perfect condition.

A little story which has been current since the light car race at Savannab shows vividly the faith which W. N. Hilliard had in the Lancia "lampo." The Continental Caoutchoue Company offered a beries of prizes in connection with the light car race. The offer as originally made was of 200 to the car carrying Continental tires which came in first, \$150 to the second car and \$50 to the third car. The Lancia was the only car which was equipped with Continental tires and therefore Hilliard had three chances at prizes. Three dars before the race Hilliard sent for J. D. Cothran, the Continental representative at Savannah, and asked that the arrangement of the prizes betonged and that one prize, or \$500 for the first position, with no prize for second and third, be offered. "I intend to win this race, not run second or third," said Hilliard.

The Watte company has sold to Cop. J. Franklin

The White company has sold to Gen. J. Franklin The White company has sold to tent. J. Frankin Bell. Chief of Staff of the United States War Department, a 20 horse-power limousine car. Gen. Bell has at his disposal the official records covering cost of upkeep and other features of operation of the several White cars owned by

company, before leaving for Savannah last week announced his connection with the selling end of Carl H. Page & Co., Eastern distributors for

Automobilists watch with keen interest the tire equipment in great races. A victory on one or two cars may be accidental; continuous wins under the trying conditions of a big contest are invaluable pvidence of merit. The long string of Michelin victories in America in the past year pointed to unmistakable qualities in those tires. Savannah Stock Car. Briarellif. Lowell, the twenty-four hour race at Brighton, four out of five events at the Motor Parkway, the Vander-dilt cup race, all won on Michelin tires. Abroad practically every big contest was won on Michelins.

practically every big contest was won on anonlins.

Then came the Savannah meet. In the light
car race four out of the first five-cars to finish
were on Michelins. In the grand prize, the first
four cars were Michelin shod and seven out of
the nine cars that finished wore Michelins. When
interviewed on the subject F. W. Libby said:
"We are pleased but ast exaited. Our tires did
their work. The reliable little Buicks, the
Chaimera-Detroit and the Isotat that won three
great races tals year on Michelins without a
angie puncture came home 2, 3, 4, 5, in the light
car race on Michelins. The Grand Prize we could
not lose."

There has arrived at the Mora Motor Car Company's office in this city the first shipment of the little one cylinder automobile which will bring joy to the hearts of all the juvenite motoring enthusiasts in this vicinity. The car is known as the "Browniekar" and is designed purely for the entertainment of the young folks. The car has a maximum speed of ten miles an hour, is built by an automobile engineer with less years of experience in the building of high grade cars, and every element of danger has been eliminated. The engine is of the one cylinder four cycle vertical type, three hoch bore by three and a half inch stroke, with a thermo-ayphon system of cooling. W. W. Burke, the local manager of the Mora Molto Car Company, estimates that one gallon of gaso, ene will drive the car from thirty to fity miles, while a gallon of engine oil will last from 500 to 600 miles. Two quarts of jubricating oil and two pounds of grease should suffee for a season, and it is estimated that four dry cells will provide ignition through two or three months.

Ignition through two or three months.

The mail man on the free delivery routes, each route covering from fifteen to twenty-five miles of good, bad and indifferent roads, is peculiarly in need of better transportation methods than those afforded by use of a horse and wagon. This relief appears to be at hand in the shape of the light weight, low priced runabout, and a large number of Uncle Sam's rural free delivery force have discarded the animal for the machine. Recent reports from the Rural Free Delivery Department indicates that the Ford cur is becoming recognized as the standard for the rural service. Postmaster Craig of Lynn, Mass., sourced a Model S Ford for a trial and was able to cover in less time a route that formerly required two wagons and two carriers.

Although the 1909 Moon models to be shown at

contained when which bord home the control to be served variety or large part on the first control to the first of the control to the co

demand high emiciency means and faddish designs."

The Moline Automobile Company of Rast Moline, Ill., has decided upon its New York show
representation. Three cars of the Model K type
will be on exhibition at the Grand Central Palace,
fitted with roadster, baby tonnest and touring
car bodies. In addition a unit plant will be shown.
C. H. Van Dovoori, sales manager of the company, will be in charge of the exhibit.

A well equipped technical laboratory will be
erected in a new building that is being added to
the Tarrytown factory of the Maxwell-firison
Motor Company. Though the laboratory will
serve various ends its principal purpose is the
carrying on of fuel tests. The Maxwell people have
been experimenting with alcohol as motor fuel
for some time, but the dimentity of finding a substance that can be produced cheap enough to
make a substitution of alcohol for use in internal combustion engines. The Maxwell people, after a
series of experiments esteading over two years,
are said to have succeded in producing alcohol
from sawdist at a manufacturing cost of four
cents per gallon.

Despite the fact that the Cadillac company has

and is very enthusiastic over its operation.

The Apperson Brothers Automobile Company of Rokomo. Ind., have ambounced that the increased volume of their business now necessitates enlarging their plant. Plant have already been accepted for the construction of a large new three story building which will add 50 per cent to the present available factory floor space. Work on this addition will be commenced at once and pushed to competion.

Although the company already owned sufficiently are not available land for the new structure, it has recently purchased additional adjoining ground that can be so utilized as to allow of practically again doubling the size of the plant at a later date.

The odds quoted in the betting before the Sa The odds quoted in the betting before the Savannah race showed that the public did not expect it possible for any of the American ears, most of which were steck medels, to win against the specially built foreign racers of 150 horsepower and over. That the Simplex should have defeated four of the foreign competitors as well as leeding all the American cars and making, according to the official time, an average throughout the race of a mile in 1 minute and 9 seconds out the race of a mile in 1 minute and 9 seconds speaks volumes for Seymour's careful and con-sistent driving. At the end of the race the car was

the War Department, some of which have been in the ometal service since 1908. S. J. Wise, for three years in charge of the New York selling force of the Pachard company and later Eastern sales manager of the Garford

of Carl H. Page & Co., Eastern distributors for the Chalmers Detroit cars. It has been rumored for some time past that Mr. Wha was to make this connection, but he has only been in a posi-tion to announce it since the Garford company has been absorbed by the Studebaker interests. After his trip to Savannah Mr. Wise will make a tour of the vanious factory cities and will begin his, active connection with the Chalmers-Detroit agents on December 15.

without cranking and "Goes the Route." Like Coasting Down Hill."

Telephone us today and let us show you why the Winton Six is the best selling car of

The Winton Six starts from the seat

is either two years out of date

or doesn't pretend to "class."

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WINTON SIX

This is the \$3000 Winton Six Touring Car

## 4 Cylinders Giving 6-Cylinder Results

The Haynes for 1909 runs without vibration, takes up the load vigorously at low speeds and is unusually flexible. It is so like a six-cylinder car that we determined not to manufacture the latter type since the additional complication could not be justified.

We accomplished this in the simplest possible way—just the addition of an extra flywheel at the front end of the motor. This unique device puts the four-cylinder Haynes into the class

Come in and we will prove it. No other four-cylinder car will satisfy you after you know. 1715 Broadway.

George N. Pierce company. Heretofore Charles Clifton has, in addition to other duties, attended to this branch of the business. Now, however, the dyelopment of trade in Pierce Arrow cars requires a division of work, so J. Elmer Pratt has been selected to fill the position of sales manager. Years ago Mr. Pratt was the travelling representative for Gormully & Jeffery in the bicycle business. Then he became president of the Grand Rapids Cycle Company. He was employed by the Cadillac Motor Car Company almost from the firm's start until about a year ago, when he went with the Buick Motor Company. At Baitmore last Saturday the Stearns car made its usual winnings at the important hill climb held by the Automobile Club of Maryland on Mount Washington Hill. This hill is six tenths of a mile long and W. W. Lanahan's regular stock Stearns beat a field of aft formidable competitors. The Stearns car made the fastest time of the day—43% seconds—in the free for all event, also winning the \$4,000 event and the race for smatter owners and drivers.

> WELL-SLEY, Mass., Nov. 25.—The Wellesley College Athletic Association yesterday
> selected its heads of sports for next season.
> Miss Elizabeth M. Robinson, '11, of Lawrenceville, N. J., becomes head of field
> hockey, Miss Helen Macdonald of 202
> West Seventy-fourth street, New York,
> becomes head of tennis. Miss Masdonald
> captained the junior team in the season
> just closed and won a W for exceptional
> playing, Miss Isadore Douglas of Newton,
> N. J., captainfof the junior archery team,
> becomes head of archery. The new leader
> in golf is Miss Kate E. Oushman, '10, of
> Monson, Mass., and Miss Edith F. Mills, '09,
> of Helena, Non., is made head of running. WED! ESLEY, Mass., Nov. 28.-The Welles

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